RAJYA SABHA

Wednesday, the 1st March, 1989/1(M
Phalguna, 1910 *(Saka)*

The House met at eleven of the clock, MR. CHAIRMAN in the Chair.

ORAL ANSWERS To QUESTIONS

*101. *[The questioner (Shri Ashok Nath Verma) was absent.* For *answer* vide col. 35—38 infra]

Construction of BG Railway line upto Vadinar port in Gujarat

*102. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Vadinar Port is only 5 kms from the existing B.G. Railway line which terminates at Moti Khavdi in Jamnagar district of Gujarat;

(b) whether in view of the port being developed as an oil terminals and for dry cargo facility , Railway proposed to undertake a survey and construction of B. G. line upto Vadinar; and

(c) whether the Gujarat Government has offered Rs. 7 crore for this project, if so, what action has been taken thereon by his Ministry and whether similar projects have been undertaken jointly by the Railways and the Maharashtra Government ; if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c) No. Sir.

SHRI RAOOF VALIULLAH: This Vadinar Port, which is a part of the Kandla Port complex could be developed as the most ideal port on the Western Coast provided it has rail linkage. As I understand the rail terminates at a place called Moti

Khavdi. which is only five kilometres away. I don't know why the hon. Minister has said no. It is only five kilometres away and the Government of Gujarat is prepared to give Rs. 7/-lakhs provided the Railways take up the project. I would like to know from the hon. Minister whether this assurance was given on the floor of the Gujarat Assembly and whether they have received information from the Government of Gujarat.

श्री महावीर प्रसाद : श्रीमान् जी, जैसा कि माननीय विद्वान सदस्य ने पूछा यह हमारी वर्तमान पालिसी के आधार पर किसी उद्योग एजेन्सी द्वारा विशिष्ट किसी बंदरगाह से जो अपेक्षा हम रखते हैं, उसको या उससे संबंधित लाइन बनाने के लिए सारा उत्तरदायित्व जो होता है, वह वहां की एजेन्सी या उपयोगकर्ता के ऊपर निर्भर करता है । रेलवे उनके द्वारा दिए गए निछेप के आधार पर सिग्नली, अन्य जो काम लाइन बनाने के लिए होते हैं, वह रेलवे विभाग करता हैं । श्रीमान् जी, जैसा माननीय सदस्य ने कहा—गुजरात सरकार ने 7 करोड़ रुपए का प्रावधान किया है और इस प्रकार से उसमें उन्होंने कहा है, लेकिन मैं आपके माध्यम से माननीय सदस्य को सूचित करना चाहता हूं कि इस प्रकार का कोई भी प्रस्ताव गुजरात सरकार या जहाजरानी या परिवहन मंत्रालय से हमारे पास नहीं आया है और इसलिए इस पर हम विचार नहीं कर सकते हैं।

जहां तक, जैसा माननीय सदस्य ने कहा कि मोती-खावड़ी से वडिनार की दूरी केवल पांच किलोमीटर की है, मैं बताना चाहूंगा श्रीमान् जी, कि यह दूरी पांच किलोमीटर की नहीं है बल्कि सर-सरी सर्वेक्षण के आधार पर, जानकारी के आधार पर यह मोती-खावड़ी से वडिनार की दूरी लगभग बीस किलोमीटर है।

SHRI RAOOF VALIULLAH: The part (c) of my question relates to some railway projects undertaken by the Government of Maharashtra

like the Mankhurd-Belapur. Construction of that railway hne has been taken up by the SIDCO in collaboration with the Railways. I would like to know: if such a proposal is sent by the Government of Gujarat, would the Railway Ministry consider it?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCLNDIA):
That is a hypothetical question. As and when such a proposal raises, we will definitelv consider it.

MR. CHAIRMAN: You will give due consideration.

SHRl MADHAVRAO SCINDIA:
When they send it, then, consideration can be given.

MR. CHAIRMAN: Q. No. 103.

Constitution of the Dock Labour Board for Paradip Port

103. SHRI BASUDEB MOHAPATRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the reasons for not constituting the Dock Labour Board for Paradip Port;

(b) what steps have been taken to protect the interests of listed and unlisted workers engaged in loading and unloading operations in the Port;

(c) whether it is a fact that a private pool for unlisted workers has been formed;

(d) if so, who is the agent of the pool and in what manner Paradip Port authorities deal with the agent regardimg payments of dues concerning workers; and

(e) what amount has been paid to the agent during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (e) A statement is laid on the Table of the Sabha.

Statement

(a) In order to eliminate the dichotomy in the cargo handling labour and to ensure their integration and better utilisation, it was decided not to constitute a Dock Labour Board in Paradip.

(b) and (c) A scheme was framed by the Paradip Port Trust in February, 1980 under which the Listed workers in the Main List are eligible for certain benefits such as minimum guaranteed wages, attendance allowance, Contributory Provident Fund Gratuity etc. The Listed workers in the Subisdiary List are however, not eligible for the above benefits. The unlisted clearing and forwarding workers are under a private pool which was formed in May, 1984. These workers get wages for days of work, attendance allowance, holiday wages etc.

(d) The private pool of clearing and forwarding workers is jointly managed by representatives of the clearing and forwarding agents and the Unions. Paradip Port authorities are not connected with the payments to the workers.

(e) Paradip Port Trust has not made any payment to the private pool or its agents.

SHRI BASUDEB MOHAPATRA: Sir, I would like to draw the attention of the hon. Minister to part (b), (c), (d) and (e) of his answer ^ where he has stated that only unlisted clearing and forwarding workers are under a private pool which was formed in May, 1984. Though